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COUNTRY Soviet Zone of Germany REPORT NO. [redacted]

TOPIC Jobs at the SONDERSHAUSEN Elektrobau Firm

25X1X6

[redacted]

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REMARKS

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25X1X6 1. Ten 15-ton trucks with trailers, called FMS-Zug (FMS-Train) by the factory management were on the premises of the SONDERSHAUSEN (M 52/D 11) Elektrobau Firm. The truck bodies were made by the WERDAU Schumann Firm, but the equipment of the vehicles was furnished by the SONDERSHAUSEN Elektrobau Firm. According to reports obtained from the management of the two plants, all of which agree, the FMS-Zug is a transport for V-weapons. The FMS-Zug was to be kept ready at the "Elektrobau Firm to be called for at any time.

25X1X [redacted] 25X1A6a [redacted]

2. The Brunnquell Firm not only manufactured electrical instruments (stoves, fuses, switches), but also sighting devices for -weapons. According to the report of an engineer, the SONDERSHAUSEN Brunnquell Firm was advised to confine itself to its usual manufacture (electrical instruments) in late 1948. Manufacture of the sighting devices was to be transferred to RADEBEUL, near DRESDEN, and transfer of the designing office to RADEBEUL was started about September 1948. The Brunnquell Firm employed about 350 to 400 workers. It is a Soviet Corporation plant.

25X1X [redacted] 25X1A6a [redacted]

3. SONDERSHAUSEN Elektrobau

a. The installations of the SONDERSHAUSEN Brunnquell & Co. firm were dismantled in 1945; they were later re-installed, and finally sequestered. They first delivered electric wiring material on reparations account. There was no war damage. The greater part of the factory was confiscated in September 1946 and placed at the disposal of SONDERSHAUSEN Zentral-Werk, Werk IV. This section of the factory was called "Elektrobau SONDERSHAUSEN (E.B.S.) after 1947. V-weapons were produced

there. The unconfiscated part of the works continued manufacturing electric wiring material under the name of Brunnquell, as a nationalized factory.

b. Production of the SONDERHAUSEN (EBS) Elektrobau

The last important order of the factory was the construction of a kind of mobile final test train in connection with the "C-Program" for the manufacture of V-weapons. It consisted of carsNo 1 through 11, which had been individually produced and are suitable for final testing of the weapons prior to firing and for repairing minor defects and damage on the spot. These cars are two-axle, twin-tire trailers (motorbus trailers), weighing from 8 to 12 tons according to their installations. They were about 35 feet long and their cross section was about 10x10 feet. They were fitted with 4 large side-windows and a door, usually on the side, and in certain cases an additional front door for assembling work. Paint: rich green-olive green color with a yellow stripe, 1½ inches wide around the trailer at the middle. Shipped on **railroad flatcars**, the vehicles just passed under the transit profile after removal of their axles.

c. Details

(1) No 1 car was the staff car equipped with a phone exchange and a loudspeaker installation.

(2) Two workshop cars.

(3) All other cars were used for storing measuring instruments by which it was possible to test built-in parts both mechanically and electrically, and to make functioning tests of built-in groups and the whole rocket. Accommodation cars were not available (with types 1 through 11).

(4) The complete car train also had: a two-axle dynamo set yielding 50 KVA and a one-axle set of 15 KVA. These vehicles were dependent on good roads, their spring suspension being very soft and apt to overturn on bumpy roads. Their mean wheel gauge (measured from the inner edges of the two outside tires) was about railroad standard gauge.

(5) The car train was probably meant to be moved a short distance from the branch line and, as a rule, to be shipped by rail.

(6) The 11 cars had been built by the Schumann Werke, ZERDAU, Saxony, according to the plans of "EBS" and got their technical equipment fitted at the "EBS" Works.

d. This production was exclusively shipped to the Soviet Union. The 11 trailers were dispatched in groups, via BERLIN, from March to August 1948.

e. The raw material was obtained from captured goods, at that time relatively large stocks of good tool-steels, aluminum and aluminum profiles and thousands of electric aircraft fittings being available. They were stored in two sheds and an open-air yard, additionally rented, about 2,000 feet from the factory.

f. Leading personnel

(1) Superintendent: Lt Col [redacted]SKY (first superintendent in 1946 was Capt [redacted]KO).

[redacted]

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(2) Technical manager: Capt MIKHAILOW
(3) Commercial manager: Lt KARPLAN
(4) German general manager: Kurt FRIEDEL (now general manager of the I.K. HALLE)
(5) German technical manager: Until March 1948 Waldemar SCHELLHORN. He was succeeded by graduate engineer Dr. ROEMER.
(6) German commercial manager: Karl HELD.

Number of personnel: 350, of which 180 employees and 170 workers.

g. Subordination: The factory was first subordinate to the Technical Special Commission of the Soviet Union, later to "WTL 11" in KARLSHORST. The Soviet Army headquarters was dissolved on 17 September 1948. (The factory was not a Soviet Corporation plant or a nationalized enterprise before then). It was assigned to the "Vereinigung volkseigener Betriebe Maschinen Elektro Ost Gera-Werk EBs-Sondershausen". (Association of Nationalized Enterprises).

The factory was to be placed under the Zone administration of "I.K."HALLE in January or February 1949.

h. On the dissolution, the Soviets first demanded a payment of 1,350,000 DM (East) and were finally satisfied when they got 77,000 DM (East).

2. BLEICHERODE Central Works (Production of V-Weapons in the Soviet Zone)

a. After the surrender and the withdrawal of the Western Powers from the provinces of Saxony and Thuringia all material and personnel obtainable of the "Wissenschaftliche Forschungsanstalt PEENEMUENDE" (WIFO) was transferred to BLEICHERODE and KLEIN-BODUNGEN near BLEICHERODE. From KLEIN-BODUNGEN near NORDHAUSEN, too, machines, piece parts and even scrap were moved to that place. The "Raabe Institute" was organized in August 1945 to collect all existing material, all technical installations and documents.

b. At first certain apparatus were finished from piece parts which had been found until it was realized that extensive completing and new construction work was required after the Western Powers had taken along the most important documents. In order to tackle these tasks, three other branch factories were installed and are centralized under the name "Zentral-Werke."

c. Central Works

(1) BLEICHERODE and KLEIN-BODUNGEN Plant I:

Installed late in 1945 in the buildings of the Ueberland-Zentrale Sued Harz (Long Distance Power Station Southern Harz - Super Power Station) and the Schachtanlage (Shaft Installation).

[redacted]

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(2) NORDHAUSEN Plant II:

Was installed about May to June 1946 in the Montania-Werk, which, allegedly, was building stoves (for show).

Actually carburetor mixing chambers were manufactured and prefabricated parts for V-weapons designed there. The dismantling work in MITTELWERK/KRAFT was also organized there.

(3) SOEMMERDA Plant III:

Was installed late in 1945 in the "Rheinmetall-Borsig" Works.

(4) [redacted]HAUSEN Plant IV:

Was installed in September 1946 at "Brunnquell and Co".

(5) Production: In accordance with the A 4 program and the C program and the manufacture of testing and measuring instruments of the two programs.

(6) The name of Zentral Werke discontinued in 1947 for camouflage reasons, and, in the case of [redacted]HAUSEN, was replaced by the abbreviation of "EBG." Any liabilities to other firms were no longer acknowledged. The pretext was that the Zentral-werke had been liquidated and that there existed no winding-up offices. However, the work there went on uninterruptedly, the tasks remaining the same without any change of personnel.

(7) Main work of the plants: Reconstruction and improvement of the V-2 and A4-A6 weapons, the "Waterfall" and the C-rocket, (an AA rocket without fire control beam guidance) manufacture of FMS 1 and 2 for the A4 program. (These trains were built at KLEIN-BODUNGEN).

FMS are trains of 12 to 16 four-axle kind of vestibule-train coaches with an armored roof and sliding armored window shutters. Among them there was a staff coach with a sitting room, a conference room, a map room with a periscope; two workshop cars, several measuring laboratory cars, a power station supplying 120 KVA, a Diesel-engine and an accommodation car
Two complete trains were built, the last of them was delivered on 6 June 1947 (and with utmost expedition as an inspection by an interallied commission of control was to be reckoned with); a third train was completed.
Further investigations are being made on the capacity of production of the definite types of apparatus.

(8) Deliveries: All deliveries were made to the Soviet Union except a few articles of civilian character, which were built in the Soviet Zone and utilised for compensation purposes.

(9) Raw material: Obtained from building stocks, small quantities coming from MARLEMONT. Occasionally, machines, light metals, but above all fuel and money were coming from that place. The special allotments of money and food which first had been granted to important specialists in an extremely generous manner, were gradually reduced after the Soviets believed they had all the important information they wanted on the manufacture of V-weapons.

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d. All important specialists were deported to the region of [redacted] and the region west of [redacted] on 21 October 1946. One of the deported engineers wrote that he was living on an island.

e. Plant I and Plant III were dissolved in December 1946 and the remaining stocks and important engineers were transferred to [redacted]. The dissolution was ended in February 1947. The factories had been administrative centers of the Soviet Army and were subordinate to the direct management of the Technical Special Commission of the Soviet Union. They were later under the orders of "ATL 11" which had its seat in [redacted], and which was dissolved in June 1948. Thus, all these works were neither Soviet Corporation plants nor VEB (nationalized enterprises) and

25X1X [redacted] 25X1A6a [redacted] therefore were not enumerated in the respective lists.

"KBS", in 1948, got orders to produce and deliver on the first of each month one measuring train and the technical equipment of a measuring train respectively.

A measuring train had 10 cars suited for use on both rails and highways. The cars contained the complete testing sets for the whole C-2-program (antiaircraft-rocket). Each measuring train carried out the complete checking of a rocket prior to the start. The director gear was not carried by the measuring train. According to interim investigations these measuring trains were transferred to [redacted]. The orders for the measuring trains had been placed by the "Wissenschaftliche Abteilung 11" (scientific section 11) in [redacted]

25X1X [redacted] 25X1A6a [redacted]

1. The [redacted] Elektrobau firm was managed by graduate engineer [redacted], an experienced high frequency engineer. The firm was a small but highly qualified factory manufacturing high frequency measuring instruments, especially oscillographs.

2. Enclosed are two prospectuses of the firm.

[redacted] 25X1A6a Comment:

a. According to information on the former manufacturing center of large-sized rockets in [redacted] and its vicinity, the main plants were dismantled and transferred to the Soviet Union along with their personnel from October 1946 to the middle of 1947 after they had been partially put into service again in 1945/1946. Any later production which had taken place in the works deprived of their principal installations and personnel, can therefore have been of little importance.

b. In [redacted] LB-battery trains (cover designation "[redacted]") were made having the complete V-2 battery equipment with two firing stations plus the required testing and experimental installations. One complete and one incomplete trains, including the personnel, were transported to the Soviet Union until January 1947.

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c. The manufacture of FMS-trains or of motorized firing and test stations in this factory at a later date is reported for the first time. It may also be inferred from the present report that, apart from the mobile firing- and experimental stations for A-4, mobile stations for AA rockets (C-2,i.e. Wasserfall-Waterfall) were built there.

In two other reports +, it was reported that the AA rockets Wasserfall and Schmetterling (butterfly) duplicated in BERLIN by the [redacted] firm had had functioning tests in [redacted] prior to their delivery to the Soviet Union. A very important feature seems to be the further development of the AA rocket, which is not fitted with guide beam control and is capable of reaching an altitude of about 60,000 feet. This rocket will be the only means of defense against aircraft flying at altitudes over 40,000 feet as long as it is not replaced by guide beam rockets.

d. Most of these objects were transferred to the [redacted] region and the GOROD.ONLYA Island near OSTASHKOV.

2 Annexes: (1) Elektro-Bau SCHLEICHHAUSEN (Zweistrahl-Oszillograph)
(2) Elektro-Bau SCHLEICHHAUSEN (Stimmgabelsummer 50 Hz)